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ESTABLISHED 1857.

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117-2

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日二初月五年丑癸

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Hongkong, 11th March, 1913. [1616]

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11.30	" 12.45 p.m.	15	"
12.45 p.m.	" 1.15	15	"
1.15	" 2.15	15	"
2.15	" 3.00	15	"
3.00	" 8.10	10	"
NIGHT CARS.		Every 15 minutes.	
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9.00	" 11.00 p.m.	15	"
11.00 p.m.	to 11.45 p.m.	15	"
11.45	" 12.15 a.m.	15	"
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10.30	" 11.00	15	"
11.00	" 12.00 noon	15	"
12.00 noon	" 1.00 p.m.	15	"
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5.00	" 6.00	15	"
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[1712]

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[1261]

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[720]



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[654]

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Hongkong, 1st September, 1910. [1336]

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Hongkong, 1st January, 1913. [146]

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Hongkong, 15th Apr. 1913. [1584]







## THE MAGISTRACY.

Inspector Dymond prosecuted ten Chinese with frequenting an opium divan at No. 63, Third Street, first floor. The first man was fined \$250, or three months' hard labour, and the others were fined \$3 each.

A Chinese, who was arrested in an opium divan in the Western District, was brought before Mr. Hazeland and charged with returning from banishment. He was sentenced to six months' imprisonment and four hours' stocks.

Before Mr. F. A. Hazeland, a Chinese was charged with disorderly conduct. It was stated that there was an obstruction at the junction of Connaught Road West and Water Street. An Indian constable appeared and ordered its removal, but defendant told the people not to do so, afterwards threatening the constable. In fine defendant \$25 or a month, his Worship sharply reprimanded him for his conduct, and told him to behave himself in future.

Before Mr. C. D. Melbourne, a Chinese who said he had just returned from Australia after working there as a gardener for 15 years was charged with being in unlawful possession of a rifle and ammunition. Mr. W. E. L. Shenton defended. It appeared that the arms and ammunition were found concealed in a box belonging to the defendant on board the *Tes On*. Mr. Shenton pleaded guilty to a technical offence, but said it was done through ignorance. The man was going to the Sun Ming district, of which he was a native, and brought the rifle with him for the protection of his person and his hard-earned savings. The man read the Chinese papers, and conceived an exaggerated idea of what was going on in his native country, and thought the rifle was necessary. His Worship said he was satisfied the man was a bona-fide Colonial, and took this into consideration. He would be fined \$100.

Hermann Oltmanns, master of the *Wong Koi*, was charged with allowing the ship to clear out and proceed to sea on a voyage of more than seven days' duration, namely, to Bangkok, conveying 24 Chinese emigrants without a licence.

Mr. Lewis defended, and defendant pleaded not guilty.

L.S. Glendenning said he boarded the vessel, which was a German ship, and asked the Chief Officer to allow him to look at his passenger list. There were 24 passengers on board, and all had tickets for Bangkok. These men were Chinese, so far as he could judge. There were also 29 other passengers on board for Swatow. The Chief Officer produced the clearance, but handed witness no certificate or anything else.

In answer to Mr. Lewis witness said the vessel cleared on the night of the 8th May and the clearance showed 30 passengers, whereas on the Sunday morning there were 53 on board. The clearance only showed Swatow passengers, and witness saw only 29. He did not know that the owners of the boat were the Norddeutscher Lloyd. The tickets for Bangkok and also those on the Swatow passengers did not contain the name of the vessel, or the N.D.L., or Messrs. Butterfield & Swire, or any other agents of the vessel. He had not procured any of the tickets, nor did he know that two tickets, one blue and the other white, were on each of the passengers. He was not familiar with the laws regulating the port of Swatow, nor did he know that no passenger could be booked through to any other port.

Evidence was then given by the clerk in charge of the clearance and clearance department at the Harbour Office. He said he gave a clearance to the Chief Officer of the *Wong Koi* for 20 passengers for Swatow.

In answer to Mr. Lewis, witness said the Harbour Office was closed at 4.30 on Saturday afternoon, and did not re-open till Monday. The Captain cleared on Saturday night, stating the number of passengers he then had on board. If he sailed on the following day, and more passengers came on board, he had no opportunity of correcting his clearance.

Mr. F. P. Lanfesty, second clerk in the Harbour Department, said the *Wong Koi* had no emigration licence. If the Captain went to the Harbour Office and asked for a clearance for Chinese deck passengers for Bangkok via Swatow it would not be granted, unless he had an emigration licence.

Mr. Lewis submitted that there was no offence, not even a technical one, in this case. This vessel, belonging to the Norddeutscher Lloyd, plied between Swatow and Bangkok and between Bangkok and Hongkong. That was her two freight-earning runs. When the ship arrived at Swatow from Hongkong, every passenger had to get off, as no passenger from this Colony could go beyond Swatow. The passengers had all to be medically examined, and had to present, when leaving Swatow for Bangkok, passage tickets issued at the office of Messrs. Butterfield & Swire at Swatow. A perfectly new passage was

commenced from Swatow to Bangkok. Referring to the tickets, found on the passengers, Mr. Lewis said that until this case came up nobody, either at Messrs. Butterfield & Swire's, the N.D.L., or any sub-agents, knew a word about these white or blue tickets. What happened appeared to be this. As soon as the ship started an officer was detailed to count all the passengers on board the ship. As soon as they were counted, the comrade of the ship was told to collect their fares. A Chinese passenger could not book from Hongkong to Swatow or anywhere else through Messrs. Butterfield & Swire, the Norddeutscher Lloyd, or any sub-agents. The coolie when he went on board had to pay a dollar for his passage to Swatow. The comrade would ask him for it, and then he would produce one of these blue tickets. The comrade, knowing the chop, took the ticket, and was debited in the ship's books for the dollar, and was indeed debited for every passenger on board. When the ship returned to Hongkong, the comrade went to the firm issuing these tickets, and secured the dollar on each. He himself had already probably paid the ship. The coolie could go on any boat he liked, and until his ship left he was fed and provided with sleeping accommodation. He was then sent on to Bangkok by the same ship in which he had travelled from Hongkong, or in any ship of the same Company, or in a vessel belonging to a rival line. It served the same purpose as a Cook's round-the-world ticket. He had that ticket, but without the defendant's knowledge or consent. The white ticket was a letter of credit on one of the coolies in Swatow. It was issued by a person who the Company or the Company's agents did not know, and did not recognise.

The defendant was called to give evidence, and the case was remanded until the 15th inst.

## RELATIONS OF THE BALKAN ALLIES.

Major Gregoriades, ex-Vice-President of the Greek Chamber of Deputies, writes recently as follows to the *Times*: In view of the rumours that the conclusion of peace may be followed by serious friction among the Allies, may I be permitted to point out briefly the inherent improbability of any such outcome? No doubt here and there may be a small measure of friction, but I am convinced that the Allies themselves appreciate the need for the pacific development not only of the territory which they have newly acquired but of their own lands, which have not hitherto had a fair opportunity of expansion.

Take the case of my own country, Greece. Every Greek patriot knows that the one great need is development. Industry and agriculture are in a purely embryonic stage and can only be properly developed under peace conditions, which will inspire the operation of foreign capital. Although the country is full of minerals, there are no furnaces to treat them; the raw product has therefore to be re-exported and then in its finished state re-imported. Excellent beetroot with ten per cent. of sugar, is produced in the country, and yet there is no refinery in Greece, and all sugar is imported from Austria. Straw is so plentiful that the peasants burn it to get rid of it, and yet there is no paper-making plant in existence, though one is being built. Up-to-date iron works and dockyards are needed at the Piraeus. Harbour works have to be carried out, and manufacturing of all sorts introduced, for none at present exist. We cannot even distill the perfumes of our own flowers, which exist in abundance. We import our meat, and we cannot even make our own ham. The country is absolutely undeveloped from the point of view of communication. We are a generation in arrears with electric light, sewage, gas, and water.

Agriculture is even in a more backward condition. Thessaly, which once had a million and a half inhabitants, used to grow wheat for all the Eastern Levant. Nowadays it only has 250,000, and is a practical desert. You can traverse the whole country without seeing a tree, except at the village of Velestino and one or two other spots near Carditza. One-twelfth of the country only is cultivated, and the vast numbers of domestic animals which once existed have nearly all disappeared. Even the breeding of the famous Thessalian horses is decadent, and there are not enough in time of war to mount a single squadron of cavalry. Yet such was the fame of the horses that I recollect when I was employed in Thessaly years ago as a sub-lieutenant I was constantly coming across pieces of old money bearing the design of the Thessalian horse with a suitable inscription. Indeed, such is the state of agricultural decay that in some years the inhabitants of this rich province, instead of supplying wheat to Greece and other countries, have to buy it themselves from Russia. In short, what is wanted is an agricultural bank and a land bank, which can take in hand the development of the soil and save the unfortunate cultivators from the hands of the usurers who now lend against mortgage at the rate of 30 per cent. of the value of the crops.

In short, we need everything, even Greek foreign insurance companies, which could particularly take in hand at reasonable rates the certain coming development of the Mercantile Marine. Are we, then, likely to further impoverish ourselves by internecine feuds and to discourage foreign capital, which we so badly need? And what I have said of Greece applies to the other Allies. If we develop our country properly we have now quite enough to do to last for many years, and I am convinced that the Greek nation is now resolved seriously to take the matter in hand.

## THE LUNG KWE-SHING TRIAL.

A LEGAL DEBATE.

ADJOURNMENT "SINE DIE."

The trial of Lung Kwe-shing upon a charge of being concerned in the murder of Sung Chiao-jea was opened in the City of Shanghai on Friday, but no progress can be said to have been made. From the very outset, says the *N.C. Daily News* report, objections were raised, these coming from both sides, and ultimately, after sitting for three hours, the Court had to adjourn without having been able to enter upon the evidence.

A certain amount of anxiety had been felt in the City over the trial, and in the precincts of the Court of Justice, the old Magistrate's yamen, several guards were stationed, but the streets leading to the entrance to the compound were without any special protection. Admission was strictly by ticket, so that a fairly large crowd which had assembled was unable to gain entrance.

## THE COURT.

The proceedings were interesting from a spectacular point of view. Judges and counsel appeared in robes, said to be fashioned after the Japanese model, and with one or two notable exceptions, the proceedings were conducted on the model of a European Court. The judges were three in number, all from Soochow, and they wore bombazine gowns with yellow collars, and low crowned black hats fringed with yellow. These hats in shape are similar to the old mandarin's head-dress, minus the button and feather, and were worn by counsel as well. The robes of the lawyers were similar to those of the judges, except that they had no yellow, although one or two of them affected a collar of black velvet.

On the bench beside the judges were the Clerk of Court and Procurator-General, who conducted the prosecution for the Government, and he was distinguished from the other members of the bar by wearing a purple collar and cuffs.

In a foreign court of law the last man to make his appearance is usually the judge, who seldom takes his seat until counsel, prisoner, etc. are in their places. In the case of the City Court this procedure was reversed, and the judges were on the bench before the public was admitted to the Court. After a minute or two counsel representing the Sung family made their appearance, and were followed by others representing the accused and his employees. Last of all came the prisoner, as usual well dressed, accompanied by a guard of soldiers. He was handcuffed, but the irons were removed on his entrance to the Court, and he stood in the dock during the proceedings.

The President of the Court was Mr. Chang Ching-yueh, and his Associate Judges Messrs. Yun Fu-chuan and Yang Shu-yu. The Procurator-General was Mr. Tsai Chi-ping, and counsel were as follows:—For the Sung family Mr. King Man-lan and Mr. Kao Su; for the accused Mr. Yang Ching-ping and Mr. Tsai Lien-kuei; for the accused's employees who have been arrested Mr. Lo Shantung.

## THE PRIMER WANTED.

The proceedings were opened by a few formal questions to the accused, who gave his name and stated that he was a scholar by profession.

Counsel for the Sung family then asked for an adjournment, as they had been instructed only very recently, but this the Court refused to grant.

The Procurator-General then opened the case for the Government, and immediately thereafter counsel for the Sung family brought forward another objection. They pointed out that in addition to the accused the Procurator had mentioned the names of three others, namely, the secretary Hung Shih-tan, Chiao-shi, another secretary. Why was it that only one man was now before the Court?

The Procurator said that the most important of these was Hung, and a telegram had been sent to the Central Government asking for his extradition from Tsingtao. His idea was to try to get him first, and if the others were shown to be concerned, they could easily be brought.

## OBJECTION TO THE COURT.

Mr. Yang, leading counsel for the defence, now rose to take an objection to the Court, which was composed of judges from Soochow. He pointed out that under Article 48 of the Code no judge could be appointed except by the President upon the recommendation of the Ministry of Justice, and the names of none of the members of the Court had ever appeared in a Presidential Mandate. He also recalled that the Soochow judges had been reprimanded for the action they had taken with reference to this case in Shanghai, and he raised a further objection in that an official of a higher Court had been sent to re-constitute this Court. With such a state of affairs, with an official of a higher Court in this Court, to whom could the people appeal? He went on to point out that, according to another article, a prisoner had a right to decline to be tried by a judge whom he believed to be prejudiced against him, and on this ground he further objected to this Court. The President of the Court asked how the accused could know if he were prejudiced against him.

Counsel replied that the Court had no power to prevent any defendant apprehending that he was prejudiced.

The President said that he had instructions from the Higher Court to hear the case, and quoted a clause in the laws to show that the Court could take such power.

Argument at times became heated, and the discussion between the President and Mr. Yang lasted a considerable time.

## YET MORE CULPRITS.

Counsel for the Sung family again reiterated their demand to have Chao Ping-chun present. They pointed out that Lung had escaped by pretending to be sick. Now Chao was in hospital, and he might also escape. A summons should be first issued, and if this were not obeyed a warrant should follow.

The proposal to adjourn the case for the attendance of Chao and the others mentioned was opposed by counsel for the accused, who strongly persisted in their objection to the Court.

The Procurator-General ultimately said that he would do his best to bring the three other men mentioned to Court, as it was his duty to get these people apprehended.

The Court adjourned, the ruling being made that for the future Lung Kwe-shing should be accessible to his relatives. The adjournment was taken for the purpose of considering the various objections that were made and no date was fixed for the further hearing.

## A THEATRE IN PEKING.

The following article, which we take from the *Daily Chronicle* of May 2, is from the pen of Miss Mary Gaunt, sister-in-law of Dr. Morrison of Peking:—

It was without the great Tartar wall in the Chinese city, not the most important theatre—that was closed for political reasons, they say, because the Government does not wish the people to assemble together—but a minor theatre, a woman's theatre—that is, one where only women were the actors, and women who hold a very low place in the social scale. The three rickshaws put us down at an open doorway, decorated not with pictures of the charming damsels to be seen within in their latest creations, but with bright red sheets of paper, on which the delights offered for the evening were inscribed in characters of gold.

We went along a narrow passage with a floor of hard-baked earth, and behind a wall we could hear the weird strains of the Chinese music. There appeared to be only one door, and here sat a fat and smiling Chinese, who explained to my friends that, by the rules of the theatre, the men and women were divided, and that I must go to the women's gallery. They demurred. It would be very dull for me, who could not understand a word of the language, to sit alone. Could not an exception be made in my favour? The doorkeeper was courteous, as it is my experience so far that all Chinese are, and said that for his part he had no objection; but the custodian of the theatre, put there by the Government to ensure law and order, would object.

## OBSERVING THE RULES.

He, being sent for—here was one of the military police, in a modern black and gold uniform—sympathised, but declared that the regulations must be carried out. It was put to him that these regulations were archaic, and that it was high time they were altered. He smilingly agreed. They were archaic, very; but then, you see, they were the regulations. He was here to see that they were carried out, and he suggested as an alternative that we should take one of the boxes at the side. The question of sitting in front was dismissed, and we gave ourselves to the consideration of a box, for which six dollars was demanded. It was put to the doorkeeper that the price was very high, and that as we were sitting where we did not wish to sit he ought to come down. He did. Shades of Keith and Provost! Two dollars.

We went up some steep and narrow steps of the most primitive order, were admitted to a large hall lighted by electric light—in Cambulac—surrounded by galleries with a dainty lattice work of polished wood, such as the Chinese employ for windows, and we took our places in a box humbly furnished with bare benches and a plain wooden table. Just beneath us was the stage, and the play was in full swing—actors, property men, and orchestra all on at once. It was large and square, raised a little above the people in the body of the hall, and surrounded by a little low screen of the same dainty lattice work. At the back was the orchestra, composed only of men in ordinary coolie dress—dark blue cotton—with long pig-tails. There were castanets and a drum, cymbals, violin, and various brass instruments, and they all looked like brass trays, and they all apparently played untiringly and against the actors. Yet taken altogether the result was, to say the least, distinctly Wagnerian.

The entertainment consisted of a number of little plays lasting from five minutes in length to about a quarter of an hour. There were never more than half a dozen people on the stage at once, and very often only two in the play altogether. The story was more often conveyed by dramatic gesture and vocal inflection than by language. Scenery was as it was in Shakespeare's day; it was understood. When a gallant gentleman with tight sleeves, which proclaimed him a warrior and a long beard of bright red thread which made him a very fierce warrior indeed, snapped his fingers and lifted up his legs you knew that he was getting over a wall. A mountain, the shady side of it, was represented by one panel of a screen which leaned drunkenly against an ordinary chair, giving shelter to a very evil spirit with a dress that represented a leopard and the face of the grimmest and most terrifying of that species.

## GRUDE SCENIC EFFECTS.

This was a play that required much property to be displayed, for a general with a face painted all black and white and a long black beard, with his army of five, took refuge behind a stout city wall that was made of thin blue cotton stuff that supported on four bamboo poles that marched on to the stage in the hands of a couple of stout coolies. A mountain spirit outside the wall did terrible things. Ever and again flashes of fire burst out after his speech, and I presume were not supposed to see the coolie who manipulated that fire, though he stood on the stage as large as any one of the actors in the piece.

It is hard work, too, talking against the shrieking, strident notes of the music, so naturally the actors constantly require a little liquid refreshment, and an attendant is prompt in offering tea in the tiny round basins the Chinese use; and nobody saw anything incongruous in his standing there with the teapot handy, and in slack moments taking a sip himself.

But with all this bare crudity the dresses of the principal characters, whether they are supposed to represent men or women, are most rich and beautiful. The general, with his hideously painted face and long black beard of thread, wears a golden embroidered robe that is priceless; a soldier, a sort of Dugald Dalgety, who pits himself against a modestly clad scholar, appears in a blue satin of the most delicate shade, beautifully embroidered with gorgeous lotus flowers and palms; and the principal ladies, who are really rather pretty in spite of their highly-painted faces and weird head-dresses, wear robes that are priceless.

The fun apparently consists of repartee, and every now and then the audience, who are silent and engrossed, instead of applauding spontaneously ejaculate, as if at a word of command, "Hao!" which, I am told, means "Good!"

That audience was the best behaved and most attentive I have ever seen. It consisted mostly of men, as far as I could see, of the middle class. They were packed close together with here and there a little table or bench; and up and down went vendors of apples, oranges, pieces of sugar cane, cakes, and sweetmeats.

## TEA AND TOWELS.

There were also people who supplied hot, damp towels. A man stood here and there in the audience, and from the outer edge of the theatre came hurrying to him over the heads of the people a bundle of these towels. For a copper or so apiece he distributed them, the members of the audience taking a refreshing wipe of face and head and handing the towels back. When the purveyor of the towels had used up his stock and got them all back again, he tied them up into a neat bundle and threw them back the way they had come, receiving a fresh stock in return. Never did a bundle of towels fail in reaching its appointed place, and scores of coppers must the vendors have pocketed. They offered us towels up in the dignified seclusion of our box, but we felt we could sustain life without washing our faces during the progress of the entertainment. Tea was brought too in the handleless Chinese basins—tea without milk or sugar but good enough to stand alone, and I drank it with pleasure.

Opposite us was the women's gallery, with Chinese ladies and Manchus with their high head-dresses. They, too, refreshed themselves with tea, and no man went near them.

And as the little plays go even I, who understand not a word, get a vague idea of what is happening. The dresses belong to a previous age. The comic servant or countryman wears a short jumper and a piece of white paper and powder about his nose. It certainly does make him look funny. The dignified scholar is arrayed all in black; the soldier the gayest of embroidered silks and satins; the landlady of the inn or boarding-house—a pleasant, smiling woman with roses in her hair and tiny, nipped feet—has her forehead painted in black lace-work pattern; and when the male characters are very fierce indeed they wear long and flowing beards—beards which very seldom are attached to by the Chinese.

About 11.30 the entertainment ends with a perfect crash of music and the most orderly audience in the world goes out into the streets of the Chinese city into the clear night. Only in very recent years, they tell me, have the streets of Peking been lighted. Formerly the people went to bed at dusk, but they seem to have taken very kindly to the change, for the streets are thronged. There are people on foot, people in rickshaws, people in the springless, Peking carts, and important personages with outriders and footmen in the glass broughams which the Chinaman affects, and there are the military police. The population is law-abiding, and would keep order on its own account, but now at every corner, looking incongruous and out of place, is a military policeman in black and yellow with a rifle across his shoulder.

In the legation quarter they talk of wars and rumours of wars, and looking at these military police one understands that there is unrest in the air. Surely there must be some purpose behind all this military display, which can scarcely be needed to discipline a people where the merest rickshaw coolie seems more courteous and more well-disposed towards his fellows than the ordinary crowd pouring out of the stalls of a London theatre. Whatever the reason there they are, rifles on shoulders, at every few yards, and down on us 40 ft. high from the walls behind in past ages by the Ming dynasty.

And so we go on through the thronged streets, across the Beggars' Bridge of glorious marble, under the mighty archways of the city gates into the legation quarter guarded like a fortress, and so to our sleeping hotel and to bed.

## SHIPPING NOTES.

Another addition to the fleet of the P. & O. Company has been made by the launch of the steamship *Nellie* from Messrs. Caird & Co.'s shipyard. The vessel is of 7,000 tons. She is similar to the *Nankin*, *Norara*, and *Nagoya*, and is the last of an order of four vessels of the "N" class.

The liner *Curonia*, belonging to the Russian East Asiatic Steamship Company, Limited, Liban, has been sold to Japanese buyers for about £12,500. She is of 4,572 tons gross and 2,949 tons net register, and was built at Glasgow in 1890, with dimensions 396 ft. by 43.2 ft. by 28.5 ft.

## INTIMATIONS

JOHNSTONE'S

M.P.



A Really Recherché Whisky.

The best that quality of ingredients and age combined with experience and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON,

Wine and Spirit Merchants.

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THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

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ALEXANDRA BUILDINGS, CHATER ROAD.

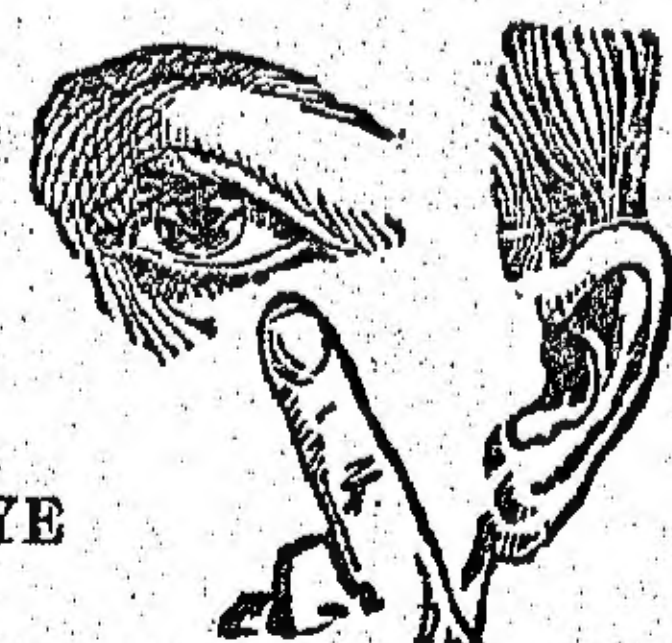
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## OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS. YORK BLDGS. CHATER RD. HONGKONG

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 38. Telephone No. 12.  
Telegraphic Address: PRESS.  
Codes: A.B.C. 4th Ed., Lieber's.

## NEW ADVERTISEMENTS.

## NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 9th instant, being the date of the Dragon Boat Festival.

E. GORDON LOWDER,  
Commissioner of Chinese Customs.  
Hongkong, 5th June, 1913. [765]

## NOTICE.

MESSRS. HOOSAIN ALI & Co. beg to notify their numerous Customers that owing to LARGE NEW STOCKS arriving shortly, they have from TO-DAY REMOVED to more commodious premises at No. 10, D'AGUIAR STREET, and will RE-OPEN Business on MONDAY, 9th JUNE.

An early visit is respectfully solicited.

Hongkong, 6th June 1913. [145]

TRAMWAY ALTERATION, HAPPY VALLEY.

I HEREBY GIVE NOTICE, in accordance with Section 7 of the Tramway Ordinance 10 of 1902, of my intention to apply to the Governor-in-Council for power to remove the crossover which is nearest to the entrance of the Race Course Grand Stand Enclosure to a position about 67 feet nearer Morrison Hill.

J. J. SPIDART KENNEDY,  
General Manager.  
Hongkong Tramway Co., Ltd.  
Hongkong, 5th June, 1913. [759]

## WANTED.

CHINESE CLERK and TYPIST. Good handwriting and through knowledge of English indispensable.  
Apply by letter to—  
MANAGER,  
"HONGKONG DAILY PRESS" Office,  
Hongkong, 5th June, 1913. [762]

## WANTED FOR SHANGHAI.

A SECRETARY for the CHINA COAST OFFICERS' GUILD.  
Apply by letter only—  
M. CEWEN, FRICKEL & Co.,  
Hongkong, 2nd June, 1913. [737]

## WANTED.

ONE SECOND-HAND 8 inch centre SUBWAY-CUTTING LATHE, complete with Change Wheels, Face Plate, and Chuck. Must be in good condition.  
Apply to—  
ARRATON V. APCAR & Co.,  
Hongkong, 31st May, 1913. [736]

## MASSAGE.

SKILLFUL, Safety in the General or Electric.  
Miss MORITA,  
Care of NIMURA HOTEL,  
15, 16 and 17, Cornhill Road  
Opposite Blake Pier.  
Hongkong, 8th May, 1913. [652]

SHIOYA HOTEL (late Sossida Villa)  
Island Sta. now open for the season.  
Every comfort. Moderate rates.  
Address—  
MANAGER,  
SHIOYA HOTEL,  
Near Kobe, Japan.  
[705]

## FOR SALE.

NO. 199, WANGHAI ROAD, on INLAND LOTS No. 742 and 743.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 3rd June, 1913. [733]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.  
Correspondence and Tabulated Work turned out with Accuracy and despatch.  
Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,  
Manager,  
10, Queen's Road Central,  
(First Floor).  
Telephone No. 650.  
Hongkong, 3rd March, 1913. [397]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small amounts handled and specially low rates quoted for large quantities.

## PUBLIC COMPANY.

A. S. WATSON & CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1912 of SIXTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1913, on Warrants to be obtained at the Company's Office.  
The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 2nd June, 1913. [756]

## INTIMATIONS.

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 16, Peddar Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 11th day of June, 1913, at Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of May, 1913, will be submitted for confirmation as Special Resolutions—

- (1) "That the draft new Articles be approved."
- (2) "That the new Articles already approved by this Meeting which have for the purpose of identification been subscribed by the Chairman of the Company be and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

Dated this 21st day of May, 1913.  
JARDINE, MATHESON & Co., Ltd.,  
General Agents,  
CANTON INSURANCE OFFICE, LTD. [697]

## VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium on WEDNESDAY, the 11th June, 1913, at 5.30 P.M., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1912.

F. LAMBERT,  
Hon. Secretary.  
Hongkong, 5th June, 1913. [760]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON MONDAY,

the 9th June, 1913, commencing at 2 P.M., at No. 23, Lyndhurst Terrace, THE WHOLE OF THE VERY VALUABLE HOUSEHOLD FURNITURE, &c., &c.

Therein Contained:  
Comprising—MASSIVE CARVED TEAKWOOD HALL FURNITURE, WHITE ENAMELED SILK TAPESTRY COVERED DRAWING ROOM SUITE with CHINESE-PAINTED SOFAS and CORNER SEATERS by Lane, Crawford & Co., HAND-SCULPTED CALVED CHERRYWOOD FURNITURE, AMERICAN OAK CABINETS, VALUABLE OIL PAINTINGS and ENGRAVINGS, BRONZE STATUETTES, SILK TAPESTRY and LACE CURTAINS, TURKISH RUGS, etc., etc., WHITE ENAMELED TEAKWOOD DINING ROOM SUITE by Powell, Table LINEN, etc., CUTLERY and PLATE by Messrs. Webb, MASSIVE BRASS BEDSTEPS (Box and Hair MATTRESSES), ZINC-PAINTED BOX OTTOMANS, WARDROBES, BUREAUS, WASHSTANDS, etc., by Lane, Crawford & Co., and Powell, a Large Quantity of NEW BED LINEN, etc., etc., LARGES ENAMELED BATHS, PORCELAIN LAVATORY BASINS, WATER HEATERS, etc.

Piano by Rod. Jack Sohn in excellent condition, LARGE AMERICAN ICE CREST, ELECTROMOTORS, CEILING FANS, STANDARD LAMPS, FITTINGS, etc., CHINESE HALL CLOCK, LARGE AMERICAN COINTEGRATION SAFE, and a Quantity of SILVER WARE.  
(Full Particulars from Catalogues).  
On View from SATURDAY, 7th June, 2 P.M.  
Terms—As Usual.

HUGHES & ROUGH,  
Auctioneers.  
Hongkong, 5th June, 1913. [761]

## G. R.

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of June, 1913, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements (Approximate).	Contents (Approximate).	Annual Rent.	Useful Price.
1	1/2 x 1/2	1/2 x 1/2	1/2	1/2
2	1/2 x 1/2	1/2 x 1/2	1/2	1/2
3	1/2 x 1/2	1/2 x 1/2	1/2	1/2
4	1/2 x 1/2	1/2 x 1/2	1/2	1/2
5	1/2 x 1/2	1/2 x 1/2	1/2	1/2
6	1/2 x 1/2	1/2 x 1/2	1/2	1/2
7	1/2 x 1/2	1/2 x 1/2	1/2	1/2
8	1/2 x 1/2	1/2 x 1/2	1/2	1/2
9	1/2 x 1/2	1/2 x 1/2	1/2	1/2
10	1/2 x 1/2	1/2 x 1/2	1/2	1/2

As per sale plan. [747]

## INTIMATIONS.

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## WHY NOT SLEEP SOUND THESE HOT NIGHTS?

## STAPLES

WILL ENSURE THIS IF YOU USE ONE.

## YOU KNOW

## SPIRAL SPRING MATTRESS

THE OLD WOVEN WIRE "SAGS," CROOKS THE SPINE, CAUSES BACKACHE, HEADACHE, NERVES, INDIGESTION AND THAT TIRED FEELING ON WAKING.

## STAPLES

## SPIRAL SPRING MATTRESS

"CANNOT SAG." THE SPRINGS MOULD THEMSELVES TO THE BODY. SLEEP STRAIGHT AND REAP THE BENEFIT OF A GOOD NIGHT'S SLEEP.

## "A STAPLES MATTRESS MEANS BETTER HEALTH."

CALL AND INSPECT ONE.

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## PEEK, FREAN &amp; CO'S. CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED PER S.S. "NARRUNG."

STOCKED BY WING ON CO. KWONG HIP SHING. KWONG WAH. AND OTHER LEADING COMPRADORES. ASK FOR PAT-A-CAKE. SHORT CAKE. TEDDY BEAR. LEMON PUFF CREAM. CLOTTED CREAM.

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AGAIN TO-NIGHT! AGAIN AND EVERY EVENING AT 9.15 P.M. MATINEES EVERY WEDNESDAY AND SATURDAY, AT 4 P.M. Children Half-Price to Matinees only.

FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Train after each Performance.  
Box Plan at ROBINSON PIANO CO., LTD.  
COL. BOB LOVE, Touring Manager.  
Hongkong, 3rd June, 1913. [723]

## TO LET.

NO. 2, WEST END TERRACE, Shamoen.  
No. 153, PRAYE EAST, GODOWN.  
FOR SALE or TO LET.  
Unfurnished, a HOUSE at The Peak.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [65]

## TO LET.

"BREEZY VILLA," No. 2, Park Road  
4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour.  
For Rent, etc., please apply to—  
YAP HOK LING,  
No. 4, Hipon Terrace  
Hongkong, 28th March, 1913. [507]

## TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.  
Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 12th May, 1913. [663]

## TO LET.

A HOUSE in KNOTSFORD TERRACE.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [505]

## TO LET.

SHOP, No. 12, Queen's Road Central.  
OFFICES, Nos. 12 & 14, Queen's Rd. Central.  
No. 9, MOUNTAIN VIEW, PEAK.  
No. 5, STEWART TERRACE, PEAK.  
Apply to—  
M. J. D. STEPHENS,  
Hongkong, 25th May, 1913. [722]

## TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET ONE-ROOMED OFFICE.  
Apply Property Office.  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 23rd May, 1913. [66]

## TO LET.

Occupation from 1st June.

THE PREMISES No. 6, DES VŒUX ROAD, CENTRAL, now nearing completion. Suitable for Banking and other Offices, &c.  
Apply to—  
DAVID SARSOON & Co., Ltd.  
Hongkong, 15th May, 1913. [675]

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.  
Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABBE,  
Chief Manager.  
Hongkong, 1st July, 1911. [19]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

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RESERVE FUND ... £1,700,000  
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened, and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
A. S. HEWITT,  
Acting Manager.  
Hongkong, 14th April, 1913. [153]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 61, Wall Street, New York  
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES: Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000  
equal to £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMIT TANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.  
GEORGE HOGG,  
Manager.  
9, Queen's Road,  
Hongkong, 2nd November, 1912. [220]

## TO LET.

NO. 21, SHELLEY STREET.  
"CRAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.  
From 1st February, 1913, MERION No. 1 PEAK, Furnished or Unfurnished. 8 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak. 5 ROOMS.  
For Sale. "LADDEROCKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.  
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings  
Hongkong, 5th May, 1913. [64]

TO LET OR FOR SALE.  
UNDER THE PINES at ROXBOROUGH.

3 FINE BUNGALOWS on upwards of 3,000, 4,000 and 5,000 acres of land, Fully Furnished, 20 minutes' walk from the Golf Links.  
Apply to—  
WHYMARK ALLION & CROMBIE,  
Estate Agents,  
72, Kie Machi, Kobe, Japan.  
Kobe, 16th May, 1913. [706]

TO LET.  
"EDGEHILL," No. 6a, The "EAK" FURNISHED. For particulars apply to—  
R. SUTHERLAND,  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 9th May, 1913. [598]

TO LET.  
1ST FLOOR, No. 8, Weed Road.  
Apply to—  
THE YEE YUEN,  
No. 192, Queen's Road East.  
Hongkong, 14th May, 1913. [669]

TO LET.  
FLATS, "WILD DELL," No. 147  
Wanchai Road. Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality.  
"HOMESTEAD," No. 45, PEAK.  
Apply to—  
TSANG KIT-FAN,  
Comptroller Department,  
HONGKONG & SHANGHAI BANKING CORPORATION.  
Hongkong, 29th April, 1913. [522]

TO LET—from 1st July.  
THE Premises including the Silk Godown in Canton on Shamoen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith.  
Apply to—  
DAVID SARSOON & Co., Ltd.  
Hongkong, 15th May, 1913. [676]

TO LET.  
LA HACIENDA EAST, 74, Mount Kellet Road.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [587]

## BANKS.

## THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... £1,250,000  
PAID UP ... £625,000  
RESERVE FUND ... £415,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Galle, Hongkong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANK OF ENGLAND.  
LONDON JOINT STOCK BANK, LTD.  
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.  
A. R. LINTON,  
Manager.  
Hongkong, 20th May, 1913. [60]

YOKOHAMA SPECIE BANK LIMITED.  
AUTHORIZED CAPITAL ... Yen 4,000,000  
PAID-UP CAPITAL ... Yen 3,000,000  
RESERVE FUND ... Yen 1,200,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at: Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.  
EISHI ONO,  
Manager.  
Hongkong, 31st March, 1913. [445]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,625,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Canton, Kobe, Nagasaki, Tokyo, Yokohama.

HONGKONG OFFICE, 3, DES VŒUX ROAD.  
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.  
K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1913. [636]

## NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (£1,250,000)  
Paid up Capital Fl. 14,905,350 (£1,241,112)  
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.  
G. VERMEY, Manager,  
No. 8, Des Vœux Road Central.  
Hongkong, 23rd April, 1913. [21]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000  
RESERVE FUND:—  
STRIKING ... £1,500,000 at 2/—  
SILVER ... £17,200,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS.  
S. H. DODWELL, Esq., Chairman.  
Hon. Mr. D. L. DODWELL—Deputy Chairman.  
G. F. FRIEDLAND, Esq., J. A. PLUMMER, Esq., C. S. GUBBEY, Esq., F. H. HOLYOAK, Esq., G. R. LAURENCE, Esq., F. LIEB, Esq., W. L. PATTERSON, Esq., J. A. PLUMMER, Esq., Hon. Mr. E. SHILLIN, H. A. STEBBE, Esq.

CHIEF MANAGER: Hongkong—N. J. STABBE.

MANAGER: Shanghai—A. G. STEPHENS.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 1/2 per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent per Annum.  
For 6 months, 3 1/2 per cent per Annum.  
For 12 months, 4 per cent per Annum.  
N. J. STABBE,  
Chief Manager.  
Hongkong, 8th May, 1913. [18]



**Johnstone & Co.**  
The Scotch Whisky of the World

**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

**CHEESE**  
We beg to inform our Customers that  
we have received a New Shipment  
of our well-known CANADIAN STILTON  
CHEESE.

**THE DAIRY FARM CO., LTD.**

**GRACA & CO.**  
PRINCE ST. (Hongkong Hotel Building)  
Dealers in  
POSTAGE STAMPS, PICTORIAL  
POST CARDS, CIGARS, BOOKS,  
TOYS, &c.  
Just Received  
FRESH SUPPLY OF  
VEGETABLE SEEDS.

**Overcome Your Doubt**  
Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

**Beecham's Pills**  
a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food; will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

**Cure And Convince.**  
Sold in boxes, price 9s. 11s. & 2s.

**CHAPOTEAU'S MORRHUOL**

Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.  
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
Sold in bottles of 100 Capsules.  
Sold by all Chemists.

## THE SCOT AND GOLF.

## CLAIMS TO SUPREMACY ON THE LINKS.

MORE SHOTS IN HIS BAG.

The Scottish golfing camps, both in the South and over the border, are up in arms against the contention held by well-known writers and players that the Englishman is now a better golfer than the Scot, from whom, it is said, the glory has at last departed. The "bang went" of his pre-eminence at "golf," and therefore feel it my sacred duty (writes Mr. C. B. Macfarlane, the Scottish internationalist, in the *Daily News and Leader*) to take up the cudgels on behalf of my countrymen, and incidentally myself. There still hangs on the walls of a famous Scottish clubhouse the following notice, which to my mind has a very considerable bearing on the subject which is so seriously exercising the thoughts and pens of so many golfers, good, bad, and indifferent: "Golfers do replace the turf; others must." And I would have you bear that in mind when considering the important subject of golf supremacy.

The whole structure of this most interesting question hangs on the definition of the words "best golfers." In Scotland a "golf gowfer" means a player who has a great many shots in his bag, whereas in England the definition of the same two words is not applied in the same way, but is given to the man who wins; and the man who wins at golf is not always the best golfer. There are any number of English players who go on to the tee and have to shuffle about to find their stance. They then try to find out if their grip is correct, and after many anxious moments—to the spectator—hit the ball down the middle of the course. Coming to the approach, they play the same shot hole after hole, and while I admit that they get there, they seem unable to vary the shot to suit the conditions of wind and ground.

## A CONTRAST.

The Scot, on the other hand, will, and does, play all his approach shots after considering how best to beat the conditions with the least possible risk. On the tee the Scot finds his position at once. With few exceptions, there is no great delay before the ball is driven away, and though a few may shuffle about, yet it is more a mannerism than an inability to find the correct stance. I well remember a well-known player of the old school being asked if so-and-so was a good golfer. His reply was: "No; he gets there, but he is not a good golfer."

There is something in the golf of the Scot difficult to define which is entirely absent from the play of the Englishman. The Southerner has not the same wrist-work—his swing is more of a stiff-arm movement. This may tend to accuracy, but it does not make for long driving. Take the simple running shot with the iron, once described in my hearing by an English golf writer as a "scuffie"—a most absurd word to apply to any golf shot—the English player cannot execute that shot with the same delicacy or certainty as the Scot. When the Southerner does play it he appears always to me to have floundered the ball, and if he does attempt a run-up then it comes the putter, whereas the Scot would invariably use the iron. Thus, from a Scottish point of view, the mere fact of a player using the iron in place of the putter stamps him as a better golfer, though he might not win that match; but in a series of games the Scot would win the greater proportion and—may be—"two three hauf-erons."

## THE SCOT'S DISADVANTAGE.

The Englishman also spends much more time over his golf than the Scot. He has one great advantage in having Sunday golf, and that usually means that he plays on Saturday and Sunday. Two consecutive days' golf in the week make a tremendous difference to one's game, whereas the Scot at home can only play on Saturday.

Looking through the list of amateur champions one is forced to the conclusion that those players have had a tremendous amount of time for golf. England has more wins to her credit than Scotland, but that is no argument in favour of the Englishman being a better golfer. The English golfer has the leisure, and takes full advantage of it to practice. Clubs, balls, travelling, and other expenses are a secondary consideration with him, whereas the Scot at home is, generally speaking, greatly handicapped by want of leisure as well as funds.

If the English player goes off his game he goes to his professional to put him right again, but the Scot cannot and does not do so; he goes out with the particular club and finds out for himself where he has gone wrong, and is not satisfied until he has thoroughly cured the "disease."

Although England has six more championships than Scotland to her credit, she has only six names for 16 wins, while Scotland has seven names for ten wins. Again, in international matches Scotland has lost only two out of ten; and she showed last year at Westward Ho! that out of an entry of 138 she was able to select a team of ten players from a Scottish entry of, I believe, 15, and beat what was considered one of the best English entries ever received for the amateur championship.

## ALL "GOLF GOWFERS."

Some years ago the St. Andrew's Thistle used to play Carnoustie a club match of 20 aside, and the top man of the St. Andrew's team could not give the bottom man a single shot. Is such a thing possible in England? Edinburgh is full of good players, who not only look but are "golf gowfers." But it is the want of time—and money—that alone prevents the Scot from coming out more often on the tee.

There are points and subtleties in the game which the Southerner seems unable to assimilate. Can we describe a player a good golfer who wishes to abolish the stymie, or who says the hole is too small, and should he find a bad lie through the fairway will complain to the committee for the poor secretary? Generally speaking, the Southerner player has not yet grasped the spirit of the game. It is a game of difficulties to be overcome and not made easy—a game of hard knocks and victory wrested from your grasp at the

BOOK MUSLIN  
CURTAIN MATERIALS  
PLAIN AND FIG RED  
WITH A VARIETY OF EDGINGS AND INSERTION.

MADRAS MUSLINS  
PLAIN, FRILLED  
LACE EDGED, TASSELLED AND SCOLLOPED.  
MADRAS FRINGES

**WILLIAM POWELL & CO., LTD.**

**LACE CURTAINS**  
**COLOURED MADRAS CURTAINS.**  
PRINTED AND STENCILLED  
**MUSLIN**  
**WM. POWELL, LTD.**

**THE SANITAS BEST DISINFECTANTS.**  
All Kinds and for All Purposes.  
AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL," 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS," a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

Supplies of the "SANITAS" DISINFECTANTS may be had of

THE MALACCA GENERAL STORES, LTD., Malacca, F.M.S.  
Messrs. FRITCHARD & Co., Penang, S.S.  
THE MEDICAL HALL, Battery Road, Singapore.  
THE SINGAPORE DISPENSARY, 12, Battery Road, Singapore.  
THE BRITISH DISPENSARY, 4, Battery Road, Singapore.  
THE BORNEO Co., Singapore.  
THE DISPENSARY, Ltd., 43b, Raffles Place, Singapore.

last moment. When the English players as a body can play the game as we Scotchmen understand and play it, then let them raise the question as to whether they are the best golfers. I most emphatically assert that at present they are not.

## LATEST STEAMER MOVEMENTS.

The American & Oriental Line str. *Jessie* left Keelung on the 4th June, and is due to arrive here on the morning of the 6th June.

## VESSELS PASSED ANJER.

May 1, British str. *Luertes*, May 1, from Batavia for Amsterdam.  
May 2, British str. *Strathgarry*, from New York for Hongkong.  
May 3, British str. *Polyphemus*, Smith, from Liverpool for Batavia.  
May 3, British str. *American transport*, from Tampa for Batavia.  
May 5, British str. *Perthshire*, from London for Brisbane.  
May 5, British str. *Islander*, May 3, from Singapore for Christmas Island.  
May 5, Dutch str. *Kanbangan*, RUGG, from Batavia for Amsterdam.  
May 6, British str. *Teekai*, May 4, from Tjilatjap for Batavia.  
May 7, Dutch str. *Merburg*, Merburg, March 30, from Rotterdam for Batavia.  
May 11, Dutch str. *Sindoro*, 3rd March, April 5, from Rotterdam for Batavia.  
May 14, German str. *Stolberg*, May 12, from Tjilatjap for Batavia.  
May 14, British str. *Islander*, May 12, from Christmas Island for Singapore.  
May 15, British str. *Glaucus*, from Swansea for Batavia.  
May 18, British str. *Fitzclarence*, from East for Westward.  
May 20, Dutch str. *Tantalus*, May 18, from Tjilatjap for Batavia.

THE NEW FRENCH REMEDY.  
**THERAPION No. 1**  
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THERAPION No. 3  
THERAPION No. 4  
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THERAPION No. 99  
THERAPION No. 100

**NOTICES TO CONSIGNEES.**  
"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
The Steamship "ERROLL"  
FROM GLASGOW LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL & Co., LTD., Agents.

Hongkong, 3rd June, 1913. [757]

**THE GREAT HOME ENTERTAINER**  
**THE VICTOR VICTROLA IV.**  
PRICE \$35.  
AN IDEAL MUSICAL INSTRUMENT.  
EXCLUSIVE DISTRIBUTORS:  
**S. MOUTRIE & CO., LTD.**

**NOTICES TO CONSIGNEES.**  
NOTICE.  
9297/8. 10 B's Old Newspapers ex s.s. "DELEPHON," arrived Hongkong from United Kingdom 25th Nov. 1912. Bill of Lading No. 193.

31/50. 20 B's Old Newspapers ex s.s. "AJAX," arrived Hongkong from United Kingdom 6th November, 1912. Bills of Lading No. 139.

The above Cargo at present lying in Godown No. 3, Holt's Wharf, Kowloon, and being in bad condition, will, unless claimed within Fifteen Days from Date of this Notification, be sold to defray Storage Charges.

**BUTTERFIELD & SWIRE,**  
Agents,  
OCEAN STEAMSHIP CO., LTD.,  
CHINA MUTUAL S.N. CO., LTD.,  
Hongkong, 30th May, 1913. [731]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer  
"SUNDA"  
Arrived Hongkong on 31st May, 1913.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 31st May, 1913. [731]

**AMERICAN AND MANCHURIAN LINE.**  
**NOTICE TO CONSIGNEES.**  
FROM NEW YORK.

THE Steamship  
"SWAZI"  
Captain H. J. Abbey, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd June, 1913. [749]

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
S.S. "BENCLEUCH"  
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1913. [758]

**NOTICES TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer  
"ARCADIA"  
Arrived Hongkong on 4th June, 1913.  
FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Medina."  
From Persian Gulf, ex s.s. B. I. S. N. and D. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 4th June, 1913. [758]

**ON SALE.**  
100 VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY TO DECEMBER, 1912. With Index. Price \$750.  
On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 10th March, 1913.



## THE OPPOSITION LEADER ON ORATORY.

POWER OF THE PRESS.

Mr. Bonar Law was the guest of the members of the Parliamentary Press Gallery at their annual dinner at the House of Commons, on April 25, his first duty being to announce that Sir H. Lush had given £1,000 to the London Hospital to endow a bed for members of the gallery or their wives and families in times of severe sickness.

Replying to the toast of his health, proposed by Mr. H. Jones, the Leader of the Opposition said that those who sat on the floor of the House of Commons, for while the latter supplied the material to the former, it was the gallery which interpreted the members of Parliament to the country, and so far as new members were concerned the gallery had almost the power of life and death.

I remember, said the speaker, the first speech I made in the House of Commons. I looked up the morning papers next day with a pardonable degree of interest and with the only comment on my performance was in these words: "The debate was continued with characteristic dullness by Mr. So-and-so, and Mr. So-and-so, and Mr. So-and-so." (Laughter.) You have immense power, said the speaker, in the House of Commons, naturally one of the drawbacks, political life, and no small drawback, the member of Parliament in the political activity is something in the nature of a theatrical star, and has to live in the limelight. You provide the limelight; you turn it up and down as you please.

After appealing to the gallery to look out for signs of new talent in the younger members of the House of Commons and give it all the encouragement they could, Mr. Bonar Law said that, if any of them, he was not all on one side. When the new member was remembered looking up to them during his first all-night sitting and thinking that, though they had to sit it out also, there was some object in the work in which they were engaged. He continued:—

## A LOTTERY.

I wonder if you sometimes ask yourselves what it is that makes the difference between success and failure in the House of Commons. It is a lottery. It is not altogether brains. It is something else. What does success consist of? It is mainly a question of speaking. In any Parliament it is a question of speaking. There is no place in the world, in my opinion, where fluent speaking counts for less than in the House of Commons. On the other hand, good speaking counts enormously. I think, that anywhere else in the world. In my opinion there are two distinct classes of good speakers in the House of Commons. There is the first class of men who have a natural gift of speech, and who speak far above their ability. (Laughter.) There is another class who have no natural gift of speech, but who have great capacity, and, having chosen themselves good speakers, I have made quite a study of them. That is something quite apart. I do not think I can honestly say I have ever heard one single eloquent speech in the House of Commons. I do not mean by that, of course, a speech which is not a speech, but a speech which is like a gem; it is a thing apart; and there are very few men in my generation who possess that great gift.

## GOOD SPEAKING.

I think, at least, three things are essential to good speaking. The first, perhaps, you will be surprised to hear me refer to is elocution. After all, to make a speech successful it must be made in such a way that it can be distinctly heard, and it must be intoned in such a way that it can be clearly followed. I could name members of the House of Commons who possess the art of speech, and who speak in a most perfect way, and deliver their speeches in the most effective manner possible. I could name one of whom I have heard it said he speaks so quickly that he spoils the effect of his own speech, and is a curse to the reporters. (Laughter.) The next quality necessary for effective speech is that the speaker should think only of his subject, and absolutely forget himself. No effective speech was ever delivered when a speaker was thinking of what effect he was making, and what other people were thinking of what he said. The other quality is readiness of resource in impromptu speaking. That is a capacity which can be acquired with practice.

The best speeches, I do not think, are debating speeches. That is inevitable, because a good speech must have every thing in proper proportion, and have a reasoned and consecutive train of thought, and that is impossible without previous preparation. But even in battle it is not the game of the heaviest calibre that is most effective. It is those which are available at the right moment and in the right place. And in the Parliamentary fight the guns ought to be of the biggest calibre possible, but they must be at all costs quick-firing. That is a quality which comes with practice. Fortunately, something more is required even in Parliament than the confidence of a man must have in his own ability, and those upon whose support he relies, and those upon whose confidence unless he cannot win that confidence unless he wins at the same time the reputation of not playing entirely for his own hand, and of not thinking of his own ambition, and of being disinterested. I think this reputation is not easily gained unless it is in reality deserved.

Mr. F. Primrose Stevenson presided at the dinner, and the company included Sir K. H. Wood, Colonel M. Lockwood, Mr. Lord Northcliffe, Mr. Scott Dickson, Mr. P. Davidson, Mr. M. P. Sir G. Riddell, Mr. W. Astor, M. P., Sir H. Lucy, Mr. R. D. Muir, Mr. Travers Humphreys, and the Lord Provost of Dundee.

## FLANNELETTE INDUSTRY.

The fate of Mr. Theodore Taylor's Fabrics (Misdescription) Bill is being watched with keen interest in Lancashire, more particularly by flannelette manufacturers, writes a correspondent of the *Times*. The object of the Bill is to prohibit the sale of flannelette or any other textile fabric described as being non-inflammable, or safe, unless it conforms to a standard to be prescribed by regulations. The Bill is introduced in accordance with the recommendation of the report of the Home Office Departmental Committee on the question of the danger arising from the sale of flannelette for articles of clothing.

Before the proposals embodied in the measure were properly understood there was considerable opposition to the Bill, both by manufacturers and merchants, but, as the result of conferences between the various interests, it is hoped that means may be found to put an end to the misdescription which is not uncommon without adopting any course which would inflict damage upon an industry employing many people. It is important that the tests which flannelette must withstand before being regarded as safe should be such tests as can be applied to any cotton fabric.

Flannelette was introduced into the English market in the year 1855. The fabric, which consists of cotton with a raised surface, is largely used as a material for clothing and, among the poor, women and children almost universally wear flannelette. The material is warm, wears well, and can be produced and sold at very low prices. It is largely manufactured in Manchester and the adjoining districts, the output now exceeding 200,000,000 yards per annum, and there are considerable imports into Great Britain, both from Germany and Holland. The one disadvantage of the material is that the raising of the surface by which the fabric is converted into flannelette makes it easily ignited, and statistics collected from coroners show that a large number of deaths are to be attributed to burns caused by the inflammable properties of flannelette. It should be recognized, however, that it is difficult to distinguish between accidents arising from pure carelessness and those alleged to be due to the use of flannelette, but the Home Office inquiry made it clear that whatever the cause of the garment catching fire the chances of recovery from burns are materially affected by the use of flannelette. Prohibition of the sale of flannelette is recognized as being out of the question, and the only remedy which can be applied is that proposed in Mr. Taylor's Bill of imposing penalties for misdescription. The opposition of manufacturers has been largely dictated by the desire not to appear to be granting a monopoly in non-inflammable flannelette to a small section of the trade.

The efforts of many manufacturers have been directed towards the improvement of the material from the standpoint of the fire risk. It would seem that there should be little difficulty in doing this temporarily at a very small cost, and indeed it can be effected by the use of a little alum or borax in washing articles made of the material. In practice, however, it has been found that users do not apply the remedy. What is really wanted is a process which, without material addition to the cost, will render the manufactured fabric non-inflammable, and without qualities injurious to health, such as result, as a rule, from the use of minerals, though it is said that this is not necessarily a consequence of mineralisation. The manufacturers of ordinary flannelette have, by the introduction of a short close nap, improved the fire-resisting properties of the material. It would seem, however, that only special treatment can render the fabric non-inflammable. All that has to be done is to put an end to a practice which merits the condemnation of all honest traders, that of describing as "safe" a material which will burn readily.

## GIRLHOOD AND WIFEHOOD.

M. André de Fouquières is the Paris arbiter of fashion—not only, moreover, as regards what men should wear, for feminine Paris seeks and follows his opinion as an oracle of taste.

Many a Paris dame would not dare to appear in a robe till de Fouquières had nodded approval of it; a new salon de thé has no pretensions to be called smart till he has honoured it by a visit. Paris is perhaps the only city left in the world where such a type could persist and not be absurd, and even there the role needs a man of brains.

M. de Fouquières has just come back from America, where he gave conferences on frocks and frivolities, and now he is giving les belles Parisiennes his impressions of American women. In the pages of "Femina" he discusses the differences between the two races, and shows that he has observed closely and has the judicial mind.

"A Frenchwoman's real life," he says, "begins only when she marries. The young unmarried girl is completely under the tutelage of her family, and so that she may appear well brought up, she must be surrounded by those thousand despot attentions which transform her youth into a sort of gilded bondage. Many think, without daring to say it, that it is very dull to be a young girl, and they wait with impatience the time when they will be able to take their part in life without a motherly reprimand. In America it is altogether different. The young girl is all the less in a hurry to find a husband in that marriage marks for her the end of her greatest liberty. Not that being married diminishes in anything her independence, but because, strange though it may appear, she must keep herself more in the background.

"When an American woman marries she becomes the most perfect example of wisdom and fidelity. The American man believes that he has made a sufficient sacrifice to sentimentality when he has given up several years of his youth to flirtations and words of love. If he leaves

his wife at complete liberty it is because he is not jealous, because he has too much confidence in the dignity of his companion to think that she would willingly do anything to hurt their common reputation.

"With a people like us love cannot exist without jealousy and there is always mixed up with it a watchfulness which is not altogether displeasing to the woman. A Frenchwoman would consider herself less loved if her husband did not show some uneasiness at the attentions paid her by too ardent admirers. The American woman would be very much surprised at such action. She contents herself with being considered by her husband as a living evidence of his wealth and his force."

## SHIPPING IN PORT.

**STRANERS.**  
ALDENHAM, British str., 2,410, G. L. Smith, R.N.L., 4th June—Kobe 28th May, General.—Gibb, Livingston & Co.  
CHUBI, British str., 1,143, McGarity, 31st May—Hongkong 28th May, Coal.—Butterfield & Swire.  
CHOWTAT, German str., 1,115, E. Gathemanns, 30th May—Bangkok 22nd May, Rice.—Melchers & Co.  
CHUNSHANG, British str., 1,418, C. J. Mattock, 31st May—Singapore 24th May, General.—Jardine, Matheson & Co.  
DAIHEI MARU, Japanese str., 900, U Nagano, 4th June—Swatow 3rd June, General.—Osaka Shosen Kaisha.  
DIHARA, British str., 3,400, G. N. Ramagoo, R.N.L., 1st June—Singapore 27th May, General.—David Sassoon & Co.  
DONTHORP, RICKMERS, German str., 2,667, W. Thode, 2nd June—Sabang, General.—Mitsui Bussan Kaisha.  
EIGER, Norwegian str., 875, E. Fingelsen, 30th May—Dairen 24th May, General.—Chinco.  
EMPEROR OF INDIA, British str., 3,033, A. Haley, 29th May—Vancouver 7th May, Mails and General.—Canadian Pacific Railway Co.  
HAIYAN, British str., 1,180, J. S. Roach, 4th June—Swatow 3rd June, General.—Douglas, LaPraik & Co.  
HAIYARD, Norwegian str., 1,056, C. Andersen, 30th May—Hobow 29th May, Rice.—C. S. S. N. Co.  
HUPPE, British str., 1,205, A. Tucker, 1st June—Saigon 28th May, Rice.—Butterfield & Swire.  
ICHANG, British str., 1,233, W. Shane, 3rd June—Chingwantao 28th May, Coal.—Butterfield & Swire.  
KAIFONG, British str., 1,040, Sidford, 4th June—Hobow 3rd June, General.—Butterfield & Swire.  
LOONGSANG, British str., 1,033, Leask, 3rd June—Manila 31st May, General.—Jardine, Matheson & Co.  
LUCOW, British str., 1,234, W. Baddeley, 1st June—Shanghai 29th May, General.—Butterfield & Swire.  
LYENACON, German str., 1,328, Dach, 3rd June—Saigon 30th May, Rice.—Chinco.  
MACHW, German str., 955, R. Zollner, 31st May—Bangkok 28th May, Rice and Meal.—Butterfield & Swire.  
MAITHEID, German str., 832, Schlackler, 4th June—Haiphong 1st June, Coal.—Jensen & Co.  
MAUSANG, British str., 1,844, A. C. A. Cornock, 2nd June—Sandakan 27th May, Timber and General.—Jardine, Matheson & Co.  
MONGOLIA, American str., 8,750, Emery Rice, 1st June—San Francisco 3rd May, Mails and General.—Pacific Mail S.S. Co.  
MONTAGUE, British str., 3,953, F. L. Davidson, 13th May—Vancouver 17th April, Flour and General.—Canadian Pacific Railway Co.  
ONANG, British str., 1,748, Picknell, 29th May—Chingwantao 28th May, Coal.—Jardine, Matheson & Co.  
QUARTZ, German str., 1,145, H. Nansen, 29th May—Bangkok 20th May, Rice.—Siemssen & Co.  
ROCKBURN MARU, Japanese str., 1,345, E. Hashimoto, 4th June—Wakamatsu 28th May, Coal.—Mitsui Bussan Kaisha.  
SHANGCHOOK, British str., 3,722, W. T. Larkins, 30th May—Singapore 28th May, General.—Chinco.  
SEVER, Russian str., 173, S. Condarakis, 3rd June—Tsingtao 28th May, Coal.—Angard, Thoresen & Co.  
SOCIOTA, British str., 3,996, Hamilton Call, 3rd June—Antwerp 18th April, General.—P. & O. S. N. Co.  
ST. ALBANS, British str., 4,500, E. B. Simpson Bakke, R.N.L., 1st June—Melbourne 30th April, General.—Gibb, Livingston & Co.  
SZECHOW, British str., 1,143, Jones, 3rd June—Hongkong 28th May, Coal.—Butterfield & Swire.  
TACOMA MARU, Japanese str., 3,830, T. General.—Osaka Shosen Kaisha.  
TAISHUN, Chinese str., 1,216, Paramore, 2nd June—Shanghai 28th May, General.—Chinco.  
TELEACHU, British str., 1,356, Fraser, 30th May—Saigon 26th May, Rice and General.—Woo Fat Hing.  
TOO SHU, Chinese str., 877, O. H. Hoig, 1st June—Honkoku 28th May, Salt.—Order.  
WONGKOL, German str., 1,115 H. Oltmann, 30th May—Bangkok 22nd May, Rice.—Butterfield & Swire.  
ZAFIRO, American str., 1,408, J. S. McMurray, 4th June—Manila 31st May, Sugar.—Shewan, Tomes & Co.

## PASSED THE CANAL.

May 9th: Antenor, Armand Behic, Koerber, Kitano, Maria, Peleus, Princess Alice, 13th—Canton, Inverclyde, Kaga Maru, Theeues, Baron Cavour, Baron Minato, 18th—Agamemnon, Ernest Simon, Machao, Monmouthshire, Nyanza, Sardinia, Ormazda, 20th—Benlawer, C. Ferd. Laeiz, Derfflinger, Asama, Sachlen, Goldenfels, Indraghiri, 23rd—Atsuta Maru, Iyo Maru, Sado Maru, Melanau, Spezia, Welsh Prince, 27th—Hyson, Atlantique, Rheuss, 30th—Antiochus, Ceylon, Narr, Pecho, Simla, June 3rd—Hyson, Inverclyde, Soudia, Spezia.

## ARRIVALS AT HOME.

Baron Erskine, Amazona, June 3rd—Bendoran, P. E. Friedrich, Senagamba.

## WEATHER REPORT.

On the 5th at 12.44 p.m.—The northern depression has passed to the east of Japan and a second depression has formed over S.W. Japan. A secondary shallow depression lies to the south of the Yangtze Valley.

Pressure is inclined to give way over Formosa as the Philippines. It has increased slightly over Tonking.

Variable winds and squally weather may be expected along the east coast of China.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.45 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	S.W. winds, fresh, squally.
Formosa Channel	The same as Hongkong and Lamook. No. 1.
South coast of China between Hongkong and Lamook	The same as Hongkong and Hainan. No. 1.
South coast of China between Hongkong and Hainan	W winds, moderate; cloudy, some rain.

## CHINA COAST METEOROLOGICAL REGISTER.

5TH JUNE, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
Wlrook .....	7 a.	29.84	36	90		0
Nemuro .....	6 a.	29.65	—	—	NNW	4
Hakodate .....	"	29.75	—	—	N	7
Okio .....	"	29.73	—	—		0
Kochi .....	"	29.60	—	—		1
Nagasaki .....	"	29.55	—	—		1
Kagoshima .....	"	29.55	—	—	WNW	4
Oshima .....	"	29.67	—	—	SSW	3
Naha .....	"	29.71	—	—	S	1
Boa Is. .....	"	29.68	—	—	WNW	4
Boa Is. .....	"	29.81	—	—	WNW	1
Chetoo .....	"	—	—	—	SSW	2
Weihaiwei .....	"	29.63	54	89	SSW	2
Hankow .....	"	—	—	—		
Ichang .....	"	—	—	—		
Kinkiang .....	"	—	—	—		
Changsha .....	"	—	—	—		
Shanghai .....	"	28.66	63	—		0
Guatzi .....	"	29.63	69	—	NNE	0
Sharp Peak .....	"	7 a.	29.63	78		2
Amoy .....	6 a.	29.69	78	86	W	0
Szawto .....	"	—	—	—		2
Taihouku .....	5 a.	29.65	—	—	SE	2
Teichu .....	"	29.71	—	—	N	0
Taiwan .....	"	29.75	—	—	SE	4
Koshun .....	"	29.74	—	—	W	0
Pescadores .....	"	29.75	—	—	S	6
Tsento .....	9 a.	—	—	—		
Hongkong .....	6 a.	29.68	80	58	SSW	3
Jap. Cook .....	"	29.66	—	—	WNW	5
— .....	"	29.67	79	—	SSW	2
Woochow .....	9 a.	29.75	77	82	W	2
Zahoo .....	"	—	—	—		
Pekhoi .....	"	—	—	—		
Phuhoi .....	6 a.	29.67	79	—	NW	2
Tourane .....	"	29.75	79	—	SE	2
O. St. James .....	"	29.83	77	—	SW	2
Aperri .....	"	29.77	79	—	SE	0
Magapi .....	"	29.77	75	—	SE	0
Wagapi .....	"	28.80	79	—	SE	0
Baculod .....	9 a.	29.83	85	—	NW	1
Unio .....	"	—	—	—	NW	1
Oebu .....	"	—	—	—	NW	1
Lal-man .....	"	29.83	83	—	NW	1



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B. A. HEWETT,  
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Hongkong, 30th May, 1913. [670]

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1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blakes Pier	3. From Blakes Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG.	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	About 11th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	About 20th July.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.	ALEXIA	Ger. str.	On 11th inst.
HAVRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	On 19th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	GRANTHURST	Ger. str.	On 2nd July.
MARSEILLES, LONDON & ANTWERP	SAHARA	Ger. str.	On 9th inst.
MARSEILLES & HAMBURG &c.	PAUL LECAT	Frech. str.	On 12th inst.
MARSEILLES VIA SINGAPORE, SUEZ, COLOMBO, PORT SAID	ARI MAEU	Jap. str.	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FUEHST BUELOW	Ger. str.	On 18th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	TACOMA MARU	Jap. str.	On 28th inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	AWA MARU	Jap. str.	On 12th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	On 17th inst., at 1 P.M.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	Brit. str.	About 29th inst.
MARSEILLES VIA SINGAPORE, SUEZ, COLOMBO, PORT SAID	GOEBEN	Ger. str.	On 11th inst., at 10 A.M.
NAPLES, GENOA, ALGERIES, GIBRALTAR, STON MANILA	AFRICA	Ger. str.	On 13th inst., at 5 P.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	SAINT PATRICK	Brit. str.	About 15th inst.
NEW YORK	JESERIO	Brit. str.	To-morrow.
BOSTON & NEW YORK	C. FRED. LANGE	Ger. str.	On 20th inst.
VANCOUVER, SEATTLE & TACOMA & PLYMOUTH (Oz.)	EXPRESS OF INDIA	Brit. str.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	VESTALIA	Brit. str.	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONSIEUR	Brit. str.	About 17th July.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	MONSIEUR	Brit. str.	On 11th inst., at 5 P.M.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	NIPPON MARU	Jap. str.	On 17th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERDIA	Brit. str.	On 1st July, at 5 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	DUNBRIE	Brit. str.	On 22nd inst.
CAPE POINTS VIA MAURITIUS	PRINZ WALDEMAR	Ger. str.	On 14th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	On 16th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	SL. ALBANA	Brit. str.	On 21st inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	YUMANO MARU	Jap. str.	On 2nd July, at Noon.
MEXICAN PORTS VIA MANILA	YOTA MARU	Brit. str.	On 3rd Aug., at Noon.
YOKOHAMA, KOBE & MOJI	ITOLA	Brit. str.	On 12th inst., at D'light.
YOKOHAMA, KOBE & MOJI	DIWANA	Brit. str.	On 9th inst., at Noon.
YOKOHAMA, KOBE & MOJI	PANAMA	Brit. str.	On 19th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	HAKATA MARU	Jap. str.	About 24th inst.
YOKOHAMA, KOBE & MOJI	ATSUBA MARU	Jap. str.	About 28th inst.
YOKOHAMA, KOBE & MOJI	COBLENZ	Ger. str.	On 22nd inst., P.M.
YOKOHAMA, KOBE & MOJI	E. F. FERDINAND	Aut. str.	Quick despatch
YOKOHAMA, KOBE & MOJI	INDO MARU	Jap. str.	On 14th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	TITANIC	Brit. str.	On 10th inst., at Noon.
YOKOHAMA, KOBE & MOJI	HUTCHINSON	Brit. str.	On 10th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	CHIPSING	Brit. str.	To-day.
YOKOHAMA, KOBE & MOJI	LOKANG	Brit. str.	About 6th inst.
YOKOHAMA, KOBE & MOJI	RANGOON MARU	Jap. str.	To-morrow, at M'night.
YOKOHAMA, KOBE & MOJI	CANDIA	Brit. str.	About 7th inst.
YOKOHAMA, KOBE & MOJI	LYNAR	Brit. str.	On 9th inst., at Noon.
YOKOHAMA, KOBE & MOJI	CANTON	Brit. str.	About 11th inst.
YOKOHAMA, KOBE & MOJI	CHOWHANG	Brit. str.	On 12th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	DEERFLINGER	Ger. str.	About 12th inst.
YOKOHAMA, KOBE & MOJI	ANVIL	Brit. str.	On 13th inst.
YOKOHAMA, KOBE & MOJI	SARDINIA	Brit. str.	On 16th inst., at 7 A.M.
YOKOHAMA, KOBE & MOJI	GOLDENFELS	Ger. str.	About 19th inst.
YOKOHAMA, KOBE & MOJI	ATLANTIQUE	Frech. str.	On 20th inst.
YOKOHAMA, KOBE & MOJI	DEVANA	Brit. str.	On 28th inst., at 5 P.M.
YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	Quick despatch
YOKOHAMA, KOBE & MOJI	ROEBER	Aut. str.	On 11th inst., at 10 A.M.
YOKOHAMA, KOBE & MOJI	TITANIC	Dut. str.	On 12th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	SOGHO MARU	Jap. str.	On 14th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	KATO MARU	Jap. str.	On 8th inst., at Noon.
YOKOHAMA, KOBE & MOJI	DAIGO MARU	Jap. str.	Today, at 11 A.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 9th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 10th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 13th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	To-day, at 4 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	To-morrow, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 10th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 14th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 16th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 18th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 20th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 22nd inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 24th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 26th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 28th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 30th inst., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 1st July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 3rd July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 5th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 7th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 9th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 11th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 13th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 15th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 17th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 19th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 21st July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 23rd July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 25th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 27th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 29th July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 31st July, at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 1st Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 3rd Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 5th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 7th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 9th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 11th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 13th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 15th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 17th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 19th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 21st Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 23rd Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 25th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 27th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 29th Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 31st Aug., at 2 P.M.
YOKOHAMA, KOBE & MOJI	HAIFAN	Brit. str.	On 1st Sept., at 2 P.M.

CANADIAN PACIFIC  
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF INDIA	7 June.	10 June.	12 June.	13 June.	15 June.	27 June.	3 July.	10 July.	23 May.	30 May.	EMPERESS OF JAPAN	4 June.	18 June.	19 June.	21 June.	23 June.	26 June.
MONTEAGLE	21 June.	24 June.	26 June.	28 June.	1 July.	15 July.	24 July.	31 July.	6 June.	13 June.	EMPERESS OF RUSSIA	18 June.	29 June.	30 June.	2 July.	4 July.	7 July.
EMPERESS OF JAPAN	2 July.	5 July.	7 July.	9 July.	11 July.	23 July.	31 July.	7 Aug.	20 June.	27 June.	EMPERESS OF INDIA	2 July.	16 July.	17 July.	19 July.	21 July.	24 July.
EMPERESS OF RUSSIA	16 July.	18 July.	20 July.	22 July.	24 July.	2 Aug.	7 Aug.	14 Aug.	—	—	MONTEAGLE	23 July.	8 Aug.	11 Aug.	13 Aug.	15 Aug.	19 Aug.
EMPERESS OF INDIA	30 July.	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	18 July.	25 July.	EMPERESS OF JAPAN	30 July.	13 Aug.	14 Aug.	16 Aug.	18 Aug.	21 Aug.
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	1 Aug.	8 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.

## PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Passage Rates
EMPERESS OF RUSSIA	Inclusive of Meals and Sleeper across Canada. £71.10
EMPERESS OF ASIA	do. do. £71.10
EMPERESS OF INDIA	do. do. £65
EMPERESS OF JAPAN	do. do. £67
MONTEAGLE	Meals and Sleeper across Canada. £43

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.  
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.  
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND".  
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.  
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.  
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—  
D. W. CRADDOCK,  
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

## SHIPPING

## ARRIVALS.

BENLID, British str., 2,363, A. Tough, 3th June—Mojito 30th May, Coal.  
DRYANOWSKI, British str., 1,047, Shearson, 5th June—Saigon 1st June, Rice.  
A. Buno & Co.  
LAERTES, British str., 1,370, C. C. Williams, 4th June—Saigon 1st May, Rice and General—Chinese.  
LINAN, British str., 1,366, C. C. Williams, 5th June—Shanghai 1st June.  
Butterfield & Swire.  
MARIE, German str., 1,200, J. Pauchon, 4th June—Guaymas 1st May, General—Jensen & Co.  
MISUMI MARU, Japanese str., 1,070, U. Chikoshi, 5th June—Kwang Yen 2nd June, Flour—A. Buno & Co.  
SABINE BICKNERS, Dutch str., 373, Jagt, 4th June—Yokohama 25th May, BULM Oil—Asiatic Petroleum Co.

## DEPARTURES.

June 5th.

CARL DIEDERICHSEN, Ger. str., for Hongkong.  
BENLID, British str., for Nagasaki.  
AFRICAN MONARCH, British str., for Kobe.  
ARCADIA, British str., for Shanghai.  
GENSPER, British str., for Calcutta.  
HALLOT, Dutch str., for Canton.  
HANOT, French str., for Haiphong.  
HAKUTO MARU, Jap. str., for Sourabaya.  
HONGKONG MARU, Jap. str., for Cebu.  
RAGA MARU, Japanese str., for Yokohama.  
KRONOSKA, British str., for Hongkong.  
KYODO MARU, Japanese str., for N'chang.  
MATILDE, German str., for Canton.  
RAJAH, German str., for Sandakan.  
TOO SUI, Chinese str., for Hongkong.

## SHIPPING REPORT.

The British str. *Linan* reports: Fog at first; thence strong S.S.V. winds with heavy thunderstorm and much rain approaching to Hongkong.

## PASSENGERS.

ARRIVED.

Per *Linan*, from Shanghai, Mr. Sly.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru*, which sailed San Francisco on the 12th May, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 6th June, between 4 and 6 p.m.  
The T.K.K. str. *Trigo Maru* leaves Kobe for Hongkong on the 6th June, and is due on the 17th June.  
The T.K.K. str. *Shingo Maru* leaves San Francisco for



# BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "DILWARA," 5,378 tons, Captain Ramnag, R.N.M., will be despatched to KOBÉ and MOJI on 6th June, at 3 p.m.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBÉ and MOJI on 30th June.

## WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, R.N.M., will be despatched for SINGAPORE, PENANG and CALCUTTA on 7th June, at 1 p.m.  
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched on about 25th June.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, 5th June, 1913.

## "THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMERS	Tons	Starting	Destination
MONGOLIA	27,000	Tuesday, 10th June, at 1 p.m.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBÉ (via Inland Sea), YOKOHAMA and HONO.
MANCHURIA	27,000	Tuesday, 1st July, at 3 p.m.	LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
KOREA	18,000	Tuesday, 22nd July, at 1 p.m.	
SIBERIA	18,000	Tuesday, 29th July, at 3 p.m.	
NILE	11,000	Tuesday, 5th Aug., at 1 p.m.	
CHINA	10,200	Tuesday, 19th Aug., at 3 p.m.	
PERSIA	9,000	Tuesday, 26th Aug., at 1 p.m.	

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	Destination
MONGOLIA	27,000	Tuesday, 10th June, at 1 p.m.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBÉ (via Inland Sea), YOKOHAMA and HONO.
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NILE	11,000	Tuesday, 5th Aug., at 1 p.m.	
CHINA	10,200	Tuesday, 19th Aug., at 3 p.m.	
PERSIA	9,000	Tuesday, 26th Aug., at 1 p.m.	

INTERMEDIATE STEAMERS: Passengers holding through Tickets have the privilege of travelling by Train between KOBÉ and YOKOHAMA Free of Charge.

## HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
1st July ... PERSIA	3rd July	21st June	PERSIA ... 23rd June
8th July ... KOREA	10th July	19th July	CHINA ... 21st July
29th July ... CHINA	31st July	27th July	MANCHURIA ... 29th July
19th Aug. ... NILE	21st Aug.	17th Aug.	NILE ... 11th Aug.
16th Sept. ... PERSIA	18th Sept.	14th Sept.	MONGOLIA ... 19th Aug.

## LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier) Telephone No. 141.  
O. H. RITTER, Acting Agent.  
Panama-Pacific International Exposition—San Francisco—1915

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	To SAIL
SHANGHAI, KOBÉ and ATLANTIQUE	Capt. Lidia	On 16th June, at 7 a.m.
YOKOHAMA	Capt. Lidia	On 16th June, at 7 a.m.
MARSEILLES VIA PORTS	Capt. Valat	On 17th June, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.  
For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

## THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.  
ARRIVING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIE" On 2nd June.

For Rates and Further Information, apply to  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 6th JUNE, 1913.  
8 a.m. "KINSHAN."  
10 p.m. "FATSHAN."

SATURDAY, 7th JUNE, 1913.  
8 a.m. "HONAM."  
10 p.m. "KINSHAN."

A Telephone service has been recently installed on the Canton Company's steamers.  
Day steamers Call No. 776; Night steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "HUUNGSHAN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 6 p.m.

## EXCURSION TO MACAO.

SUNDAY, 8th JUNE, 1913.

The Company's Steamship  
"HUUNGSHAN"  
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUKI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AFRICA," 8,840 tons, will leave as above on 13th June, at 5 p.m.  
Superior accommodation for 1st and 2nd Class passengers; no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), £50 1st, £25 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (SINGAPORE), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.  
S.S. "GISELA," will leave as above about 1st July. (For Cargo only).  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.  
RAILWAY FARES: BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £26.15, BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lugano, Lake Luc, Calais or Boulogne, Class I £28.15, II £26.15. Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £25.9. BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15.  
TO SHANGHAI  
S.S. "KOEBER," 9,900 tons, will leave as above on 28th June, at 5 p.m.  
FARES: Hongkong-Shanghai, £6 1st, £3 2nd, £2 3rd Class.  
TO KOBÉ VIA SHANGHAI, YOKOHAMA.  
S.S. "E. F. FERDINAND," 12,300 tons, will leave as above about 28th June.  
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.  
SANDER, WIELER & Co., Agents,  
Princes' Building.

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILING  
SHANGHAI, YOKOHAMA, "CANTON" 6,500 About 7th June.  
KOBÉ and MOJI "CEYLON" 9,000 About 20th June.  
For Freight and Further Particulars apply to  
ABTHUR NILSSON & CO.,  
VOBE BUILDINGS, Top Floor.

## SAN FRANCISCO SCENIC ROUTE

- TRANS-PACIFIC.

## TOYO KISEN KAISHA

TRANS-CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.  
S.S. TENYO MARU... 22,000 tons.  
S.S. CHIYO MARU... 22,000 tons.  
S.S. SHINYO MARU... 22,000 tons.

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago, via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleeper.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
75 MAIN STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGA.	AKI MARU Capt. Kon.	12,500	WEDNESDAY, 18th June, at 11 a.m.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses.	16,000	WEDNESDAY, 2nd July, at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIDZU and YOKOHAMA	AWAMARU Capt. R. Shimizu.	12,500	TUESDAY, 17th June, at 4 p.m.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winokler, INABA MARU Capt. S. Tominaga.	9,300 12,500	WEDNESDAY, 3rd July, at Noon. WEDNESDAY, 30th July, at Noon.
CALCUTTA VIA SINGAPORE, PENANG & BANGKOK	COLOMBO MARU Capt. Kawashima.	6,000	SATURDAY, 14th June.
BOMBAY VIA SINGAPORE, KOBÉ and YOKOHAMA	BOMBAY MARU Capt. Tawara.	6,000	MONDAY, 9th June.
KOBÉ and YOKOHAMA	ATSUTA MARU Capt. —	16,000	THURSDAY, 19th June, at 11 a.m.
KOBÉ and YOKOHAMA	HAKATA MARU Capt. Nomura.	12,500	MONDAY, 9th June.
NAGASAKI, KOBÉ and YOKOHAMA	RANGOON MARU Capt. Kamoshida.	12,500	FRIDAY, 6th June.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.  
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUNOTO, MANAGER.

TELEPHONE Nos. 232 and 1241.

11-12-13

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ASSAYE ...	June 7	MOREA ...	July 6	July 12
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE. £106.14 RETURN.  
2nd " £48.8 " £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSFERRING) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	August 29	Sept. 7
SINLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE & LONDON.  
FARES TO LONDON:  
1st SALOON £53.10 SINGLE. £82.10 RETURN.  
2nd " £33.10 " £57.4  
All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.  
For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA Capt. R. E. Paul SARDINIA Capt. G. Manley	About 6th June About 12th June	Freight only Freight and Passage
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Caldwell	Noon, 7th June	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.	About 11th June	Freight and Passage
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

F. A. HEWETT,  
Superintendent.

Hongkong, 5th June, 1913.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LEIAN"	On 7th June, 4 P.M.
CHEFOO, NEWCHANG & CHINWANTAO	"YONG"	On 10th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 10th June, 4 P.M.
SHANGHAI	"ANHUI"	On 12th June, 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 14th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.  
BUTTERFIELD & SWIRE,  
For Freight or Passage apply to—  
Hongkong, 6th June, 1913. Telephone 36. AGENTS**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
**SWATOW, AMOY AND FOOCHOW**  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Rosch ...	FRIDAY, 6th June, at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 10th June, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 13th June, at 11 A.M.

FOR **SWATOW** AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. J. W. Evans ...	(MONDAY) 9th June, at 11 A.M.
		(WED'DAY) 11th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 5th June, 1913.

**THE EASTERN & AUSTRALIAN**  
**STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	On 27th June.	On 21st June, 11 A.M.
EASTERN ...	On 27th June.	On 19th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Ceylon, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th June.	S.S. ALESIA ... 11th June.
S.S. C. FERD LARISZ ... 19th June.	For MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 30th June.	S.S. SAMBIA ... 12th June.
S.S. SILESIA ... 20th July.	For HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 30th July.	S.S. SEGOVIA ... 19th June.
	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
	S.S. C. FERD LARISZ ... 20th June.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERST BUELOW ... 28th June.
	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3rd June, 1913.

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**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE-SCREW TORBINE Steamers

**CHIYO MARU, SHINYO MARU AND TENYO MARU.**

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

**"NIPPON MARU."**

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 17th June, Noon.
TENYO MARU ...	E. Bent ...	SATURDAY, 21st June, at Noon.
SHINYO MARU ...	W. C. T. Elliott ...	SATURDAY, 12th July, at Noon.
CHIYO MARU ...	W. W. Greene ...	THURSDAY, 7th Aug., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU ...	17,200 ...	TUESDAY, 5th Aug., at Noon.
BUYO MARU ...	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU ...	10,500 ...	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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**OSAKA SHOSEN KAISHA.**REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.  
FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU" ...	J. Kanoo ...	WED'DAY, 24th June, at 1 P.M.
"SEATTLE MARU" ...	T. Saito ...	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 23rd July, at 1 P.M.
"CHICAGO MARU" ...	Goto ...	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU" ...	K. Hori ...	WED'DAY, 20th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.  
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

**JAPAN-BOMBAY LINE.**

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG &amp; COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU" ...	T. Yamaguchi ...	THURSDAY, 26th June, P.M.
"INDO MARU" ...	M. Nemoto ...	WED'DAY, 30th July, P.M.
"LUZON MARU" ...	H. Yamamoto ...	TUESDAY, 26th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU" ...	M. Nemoto ...	SUNDAY, 22nd June, P.M.
"LUZON MARU" ...	H. Yamamoto ...	FRIDAY, 18th July, P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	FRIDAY, 22nd Aug., P.M.

**CHINA & FORMOSA LINE.**

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 18th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJO MARU" ...	M. Nagano ...	SUNDAY, 8th June, at Noon.
"DAIGO MARU" ...	S. Tokushige ...	SUNDAY, 15th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU" ...	K. Tashiro ...	WED'DAY, 11th June, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU" ...	K. Tashiro ...	FRIDAY, 6th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Fraya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,  
MANAGER

Second Floor, No. 1, Queen's Building.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 6th June, 4 P.M.
RUBI ...	4000	J. Miller ...	Manila, Mangarin, Iloilo and Cebu	On 16th June, 4 P.M.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers,  
HONGKONG, 30th May, 1913. PHILIPPINES S.S. CO. 110**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

**TAIKOO DOCK YARD. HONGKONG.**

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—75' by 85' by 31' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

**BUTTERFIELD & SWIRE**

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." 1449

**JAVA-CHINA JAPAN LIJN**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI...	JAVA	First half of June.	JAPAN	First half of June.
TJILWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS...	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOER	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH...	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 4th June, 1913.

Telephone No. 375.

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**THE AUSTRALIAN ORIENTAL**  
**LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"CHANGSHA" ...	11th June.	16th June.
"TAIYUAN" ...	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, 4th June, 1913. TELEPHONE No. 36. AGENTS.

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**NORDDEUTSCHER LLOYD. BREMEN**  
**IMPERIAL GERMAN MAIL**  
**LINES.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN," Capt. A. Ahlborn	17,300	Wed'day, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosch	17,000	About Wed'day, 11th June.
MANILA, YAP, MARONNI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer	6,100	Saturday, 14th June, at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. Klugkrist	6,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembrill	5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

M. LOHRS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 30th May, 1913.

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